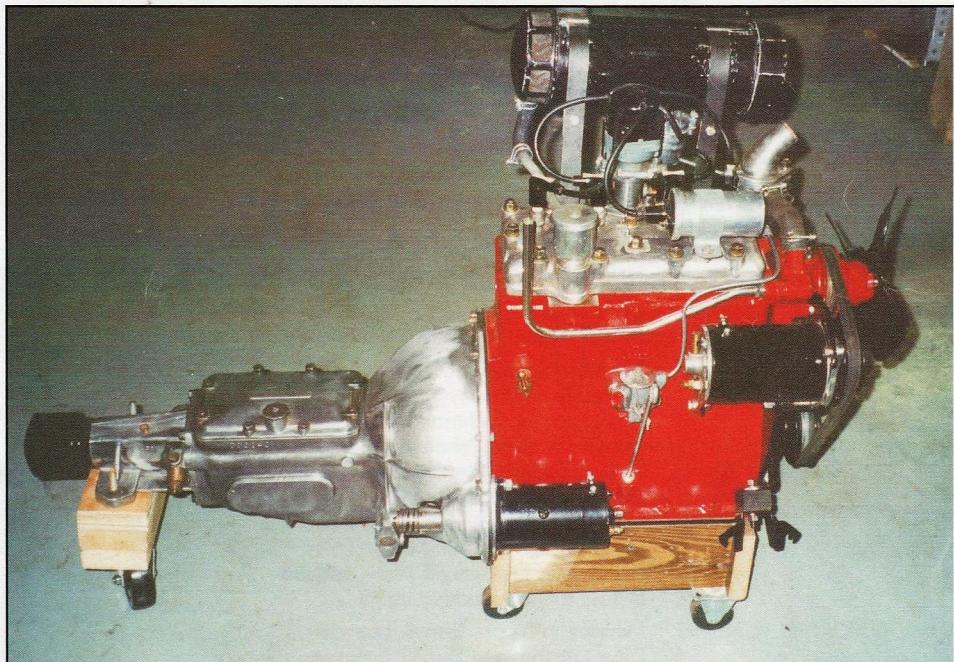


Triumph Mayflower Club



WINTER ISSUE 2015 No. 151



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts

Please check Flower Power or the club's website for any updates with regard to this changeover

When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

FLOWER POWER

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Cover: A very smart looking engine and gearbox awaiting installation into the car belonging to Walter Wolentarski (93). The picture goes back to 2008 and has only just come to light (Apologies Wally, I found it in Florida! - John Gogay)

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

ANNUAL GENERAL MEETING

The Triumph Mayflower Club Annual General Meeting will be held on Sunday, March 29, 2015 at the Holiday Inn in Tempus Way, Walsall WS2 8TJ West Midlands at 2.00 pm (in the lounge area). This is the venue we used last year. It is off the M6 at Junction 10 (A454 Walsall, first right at traffic lights).

Agenda

Apologies and Minutes of the last meeting, any action from these minutes.

- 1) Chairman's report
- 2) Officers' reports: Secretary's; Treasurer's; Spares Secretary's; Regalia Secretary's
- 3) Election of officers and endorse next year's committee
- 4) Rally matters
- 5) Website ideas
- 6) Any other business

This meeting is open to all members of the club, and as such, you will be very welcome to attend. If any members wish to add something to this agenda (any matters Triumph Mayflower Club) for discussion, please contact John Oaker via telephone or e-mail to: johnchoaker@btinternet.com" johnchoaker@btinternet.com for additions to this agenda.

SUNDAY 29th MARCH 2015

Holiday Inn, Tempus Way, Walsall WS2 8TJ at 2.00 pm

Editorial

Dear club members,

In the past few years the winter issues of *Flower Power* were packed with the summer stories - or in some cases winter stories of our Australian members - and their Mayflowers.

Although it has been a quite good and long classic car summer on this side of the equator you have probably already noticed that this *Flower Power* is a little thinner.

I guess that due to the quite warm winter up until now you haven't found the spare time near the fireplace to write down your experiences. If the real winter does show up, please think about our club and this magazine!

Off course we did receive input from some of our members. Many thanks to John Albon, Larry Spouler, Paul Norton and Terry Snow for your time to write down some of your experiences!

Terry Snow wrote an interesting article on how to refurbish the Mayflower's idler assembly and Paul Norton came up with a new source for Mayflower parts.

Please keep informing us on possible new sources for Mayflower parts, vehicles that use the same parts as our cars or ways to refurbish parts.

And please send Brian Redshaw a message if you are looking for dashboard and heating control knobs.

Chad Brown took the time to inform you about some interesting events, Larry Spouler's Mayflower will appear in a calendar and John Albon's Mayflower has become a movie star . . .

Please also try and make an effort to attend the club's Annual General Meeting (details on page 1), your input is needed to help keep the club healthy.

Well, I hope you will enjoy this magazine!

Happy motoring and please keep on writing down your Mayflower related stories and anything else you may feel other members might be interested in!

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are March 1 2015, June 1 and September 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

LUCAS HEADLIGHT BOWL ASSEMBLY



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the Spares
Secretary**

**ONLY
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£52.00 A PAIR**

End of term!

by Chad Brown, Rally Secretary

APPROACHING THE year end is also in the UK the end of term feeling when the outdoor weekend show events all over the country for classic cars and nostalgia also come to an end.

Our own annual event at Cosford this year together with the Triumph Razor Edge Club was followed for me with a visit to Tong Parish Church to take a nostalgic look at "The reputed grave of Little Nell", a Charles Dickens character and the chosen name of my 1953 Triumph Mayflower.

Sadly following that visit my Little Nell stopped firing on two cylinders which eventually, after the weekend Coventry Festival of Motoring, hardly had the energy to return to her garage.

Investigations proved to be yet another cylinder head gasket blown, very sensitive my Little Nell. I am pleased to report that a

company in Redditch, Hogan Brothers, have given some serious attention to re-building and cleaning up the block and she is now returned to normal health.

So that was a premature end of season for my Triumph and the following three weekend events were attended by my new purchase, a 1935 Austin 10/4 Lichfield.

Very pleased that the weekend Malvern Autumn Show was attended by the club treasurer, Paul Norton, with his immaculate prize winning Mayflower, so we did have a representative.

So the close of the year brings the chance to reflect on the years events and opportunities of displaying with nostalgic pride the unique Triumph Mayflower. The weekend events have benefitted from lots of dry and fine weather, sometimes even with sunshine.

Each individual event has many ways of focus and theme sometimes having the display of classic cars a sideshow to other activities and there are a few interesting parades and vintage runs also of which my co-driver, navigator and photographer John Banks, welcomed as a new member of the club in the autumn magazine, makes a useful and helpful contribution.



FLOWER POWER



However, the standing displays at these shows are not arranged in any particular order. The line up is random and depends just where you are on the time of your arrival.

My memories this year are various lined up between a 144 mph replica Cobra built by father and son who worked for the Red Bull racing team and an immaculately restored 1932 Morris.

As just one of three cars asked to display at the Warwickshire First Gay Pride Festival in Royal Leamington Spa I shared the honour with a Delorean who stole the attention.

So ending up sandwiched between popular eye catching entrants many visitors pass by Little Nell having so much more to grab the attention.

Of course my Mayflower does serve on local domestic runs to the shops and there it gets plenty of nostalgic attention.

Recently whilst taking on fuel at a service outlet in Rugby a fellow driver regaled me with the story of his sister's marriage. They had a brand new Mayflower as the wedding car and she is just celebrating sixty years of happy marriage so I knew his calculation was correct.

With the return of Little Nell I am looking forward to next years rally occasions and will endeavour to publish those advance bookings of which I am aware with the next edition of *Flower Power* and hope other enthusiastic owners might join me.

John Castle, now chairman and past Rally Secretary, tells me it is my decision where our annual get together takes place and so, based on the experience highlighted in this article I am considering holding the annual Triumph Mayflower rally in a large car park of a B&Q store on a Diamond Card over sixties discount day which will give us maximum attention and appreciation from the public.

From success to death's door and back to stardom

by John Albon, membership number 972

IN THE AUTUMN 2012 issue of *Flower Power* I wrote an article about "Maisie" our 1952 Mayflower's trip to the club's annual rally at Banbury.

We had given her new carburettor, electrics, etc and she flew there and back with excellent mpg. She won the distance travelled award and a Top 5 award.

We returned to the 2013 rally, a poorly attended event at Castle Broughton, Market Harborough, where she again won the distance travelled award.

We looked forward to happy driving in 2014 and a third time distance travelled award at the Mayflower Rally but sadly she has misbehaved badly.

Her electrics packed up on the busy A24 London to Worthing dual carriageway. The only place to push her off the road was the Worthing Crematorium, 'deaths door', where I

spent two hours directing hearses round the obstruction (see picture).

I had rung the recovery company and told them it was a 1952 Triumph Mayflower and they promised to be with me within the hour. They turned up with a motor-cycle recovery truck, the operator had never heard of a Mayflower and thought it was a Triumph motor-cycle!

Eventually we were transported to our home garage and a long sorry saga ensued (see picture). We got a new condenser and coil as it seemed to be one or the other. We put the new condenser on and it appeared to work for about five miles, then a breakdown and a local tow back.

The new coil was put on and we did 20 miles working well. I stopped and put the old condenser in to see if it was that. She returned home fit and well. Problem solved we thought.





To cut a long story short both the new coil and condenser were faulty. Eventually with both replaced again we were up and running.

Next we went to a local show at Sheffield Park in Sussex and on the 25-mile trip home we had to go up a steep hill on the A27 Brighton bypass.

We normally try to avoid main roads and hills because of the notorious overheating problems of Mayflowers. However the London to Brighton cycle rally was on this day and all the side roads crossing the route were closed. Needless to say she overheated in a big way and we ended up creeping home in five-mile relays with a 30 minute wait in between.

Another problem

There then started another problem of solving the overheating. We started with using Halfords Radiator Flushing System 2-pack. No success.

Then bi-carbonate of soda, mentioned in the official Service Book, no success.

We had years ago discarded the thermostat and followed the club advice to narrow the by-pass hose and keep the heater on all the time. We believed the radiator had been re-cored before we bought it in 2003.

We looked at the web and tried taking off the hoses to flush through the block with a hosepipe with the engine running. We checked that the water pump was greased and turning etc.

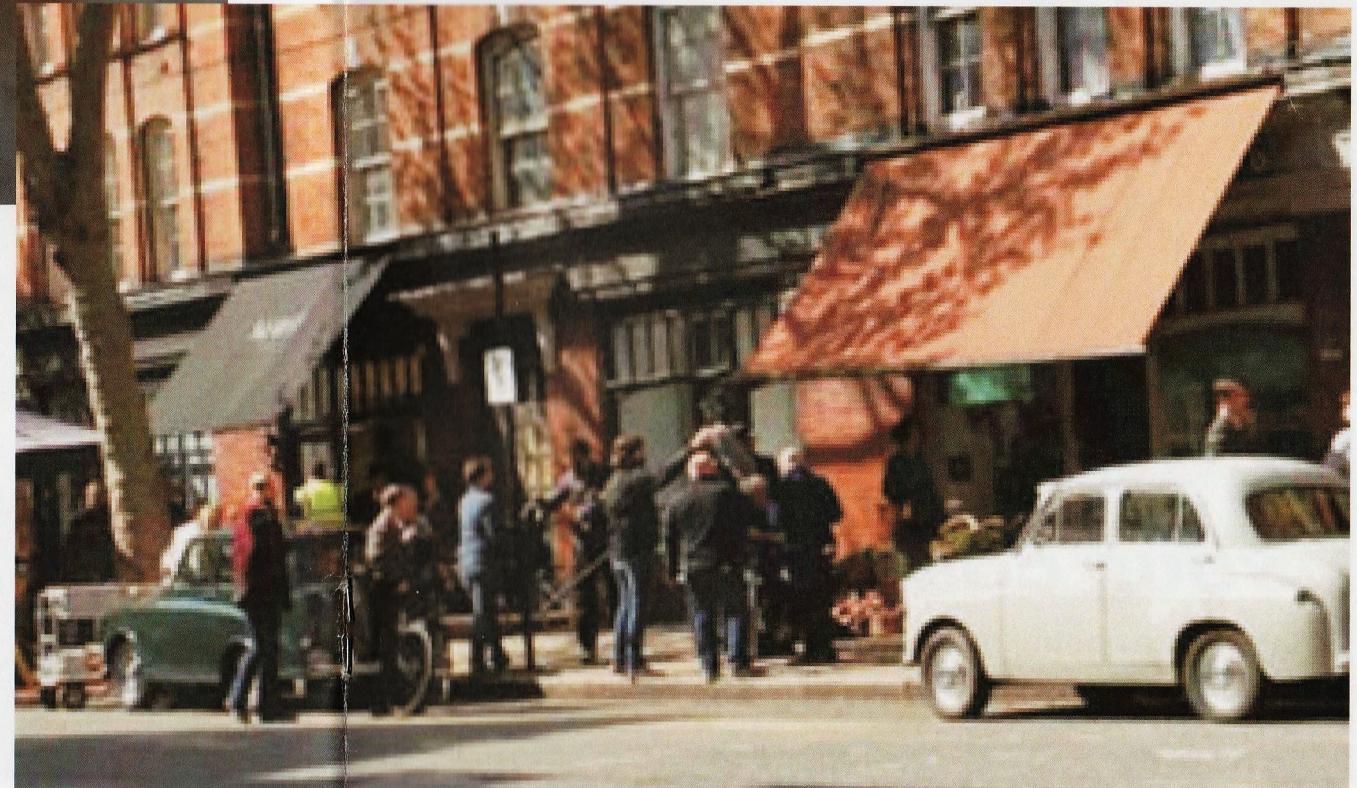
We even spoke to a guy in Ireland who sells a special liquid which does not boil or freeze because of its small molecular structure. At £50 a litre, not a cheap option, but does it solve the problem?

Radiator

Eventually we took the radiator off, which looked pristine, and had it pressure tested. £350 later we had a re-built and re-cored radiator, for it was that which was at fault.

What has amazed us is that since it has been fitted the car runs much better. The temperature gauge never gets to halfway, even on hills, or in excess of 40 mph, which it has always done before.

It appears that the proper cooling of the engine improves the performance. It may well be worth having your radiator pressure tested.



We are now thinking of re-instating the thermostat which will improve winter starting and using less choke.

Anyway, flushed with this success, pardon the pun, Maisie has gone on to become a film star.

We had registered her with a company that provides old cars for background scenes to films and television programmes.

So a couple of early morning trips to London were made and Maisie sat parked in the background as the action took place around her.

So look out for a series called 'Breathless', and another called 'Bletchley Circle' (see picture). There is another film about the Kray's coming out soon.

Sorry we could not be at RAF Cosford for this years rally but we hope to be at the next rally.

Letters

What a bike!

Hi Nico,

I recently wrote a letter to the editor of our local newspaper appealing for any information regarding how my Mayflower ended up in Bromsgrove after spending much of its early life in South Wales. No joy but I did receive this image.

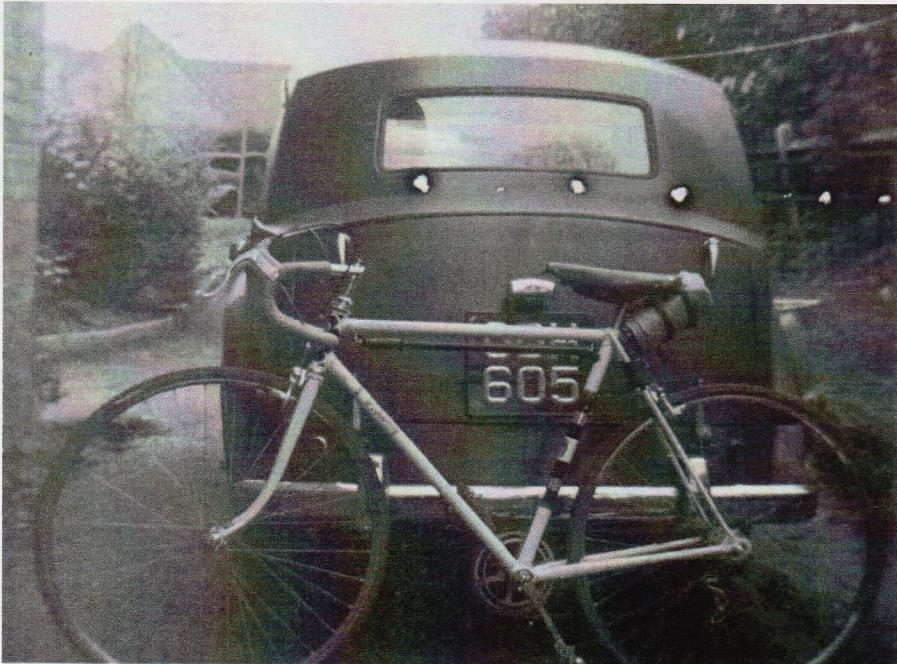
The man said he sold car a long time ago and the picture was of his pride and joy (the bicycle not the Mayflower!!!).

The registration number could be ODH 605, it would have been easier to identify if he had removed the pump!!

Happy Mayflowering

Paul Norton

Bromsgrove, Worcs



WANTED

YOUR CONTRIBUTION

Any stories about Your Restoration - Your day out
Your trip to a Rally - Your Mayflower

Please send them to the Editor

Letters/E-mails**Shared
memories**

Dear Mr Oaker,

I was very interested to find your Mayflower Club site and hope that you don't mind me sending you a short message.

I am Scottish and based in Glasgow but spent my early childhood living in Shirley, near Solihull. I have a (fairly) clear memory of going to a garage on the Shirley Parade with my family in 1959 (aged 4) to collect our first car, a Triumph Mayflower.

We loved that car, which we named "Black Beauty" and it transported us up and down to Scotland on many holidays. It also seemed to travel every inch of the Cotswolds and Shakespeare country on family trips taken from our caravan in Stratford on Avon.

It was a sad day for us when we had to let the car go when it was beyond economic repair - this would be about 1965 at which time it was probably about 15 years old.

My dad loved Triumph cars and subsequently owned a Herald (his favourite after the Mayflower) and a 1500.

I am delighted to learn of your club and that there are still so many enthusiasts enjoying their

FAN BELTS

**Part No. 200203
ONLY £9.50 EACH**

These have to be purchased by the club in large quantities to keep the cost down so please help club finances by ordering one for a spare from the Spares Secretary

Triumph Mayflowers. As a child I always found the "indicator arms" fascinating and now those features are possessed of a nostalgic aura.

Is it still possible to obtain a Mayflower? I assume that they are now regarded as vintage vehicles.

May I congratulate you and your colleagues on your excellent club and thank you for allowing me to briefly share these memories with you.

*Best regards, yours sincerely
Neil Haddow
neil@haddow.entadsl.com*

A HAPPY MAYFLOWERING NEW YEAR

to all members of the
Triumph Mayflower Club and their families

from all of your Committee

Coventry Festival of Motororing

by Chad Brown, Rally Secretary

THIS SPLENDID two-day event takes place over a period running up to the August Bank Holiday Monday finishing on the Sunday. So many of the entries originated from Coventry that it seems such a fitting festival to be held here in the spacious grounds of Stoneleigh Park.

The weather helped to make it a record breaking attendance and we were there representing the Triumph Mayflower Club. That is to say the Chairman, John Castle, the Vice-chairman and Rally Secretary yours truly and John Oaker our long standing General and Membership Secretary.

My Mayflower, Little Nell, made it under her own steam but had difficulties in getting back to her garage.

This show, well organised, like the Ripon Old Cars event, is divided up into clubs, groups and marques and uses the copious space available to give the room for developing a good display.

This has the effect, unlike many shows, that each club or marque is given space and even the presence of one Mayflower did have attention. In fact John Oaker recorded an amusing exchange of conversation in the last Flower Power.

My own arrival at the show on the Saturday was delayed as I was travelling down from

Harrogate but that gave the opportunity for John Castle to put up the club's majestic tent on his own. That is a fete worthy of praise with all the complication of all the poles and cross members that usually requires a number of us to sort out. But at least we know now that we only need to send out the chairman at future rallies early enough to set us up before we arrive!

There is so much on offer at this show including a regular bus service provided by a variety of classic buses bringing visitors in from the city centre.

There is also a well worked out vintage run and those taking part are supplied with maps and information to guide them around the run. As those competitors leave the park a very knowledgeable commentary is given on each car.

There is adequate family entertainment including a Wall of Death motorcycle show and various roundabouts and fair ground style shows and a large internal marketing hall with auto-jumble etc.

We are looking forward to considering this event as a stage for the annual Mayflower rally in 2016. The Battle of Britain Memorial Flight of a Hurricane and Spitfire who flew over three times always bring tears to my eyes but that was the only part of the show that had that effect.

Mrs Clements

It was with great sadness that the regular attenders of the Northern Rally heard of the sad news from Mike Clements of the loss of his wife at about the time of our recent Ripon Gathering in July.

We all missed his presence, together with his maroon Mayflower which he acquired from Forbes Alexander a few years ago. I am sure all members of the Triumph Mayflower Club would like to send him our condolences at this sad time and trust that in the foreseeable future we will look forward to his company once more.

CONTACT SETS

£9.00
EACH

Available
from the
Spares Secretary



Letters

Slack steering

Dear Ed,

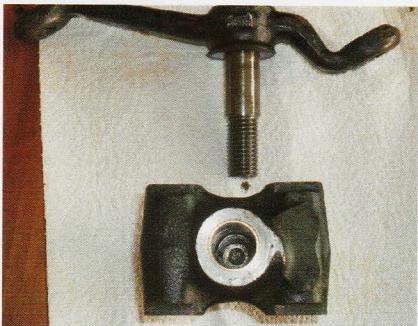
After just buying from the club the last idler assembly I went about trying to refurbish the old one.

The centre does in fact unscrew but does look as if it is welded in.

After taking to a local engineering works they skimmed the shaft and put a bronze bush after reboring the casting.

The result is a as new assembly and all for £20. Well worth the effort if you have a slack steering linkage problem.

Terry Snow



Parts available

Hi Nico,

I have made contact with a very approachable guy called Bob Collins (01424 730092) who is a Mayflower club member, owns a Mayflower in pieces and is also an auto-jumbler who attends southern based shows. I have purchased some spares from him and below is a list of spares that he currently has:

Valves; Valve Guides; Wheel Bearings, front and rear; Fan Belts; Quarter-light, rear nearside; Big End Bearings, under size 10s; Piston Rings, over size 20; Piston Rings, over size 40; Small End Bushes; Rear Springs; Oil flex-pipe; Timing seal cover; other electicals, points, etc.

He is happy to speak to any member about any part that they are searching for as he may be able to source it. He is happy for this information to be placed in *Flower Power* and available to our spares secretary.

Regards, John Albon

Dashboard and heating control knobs

Dear members,

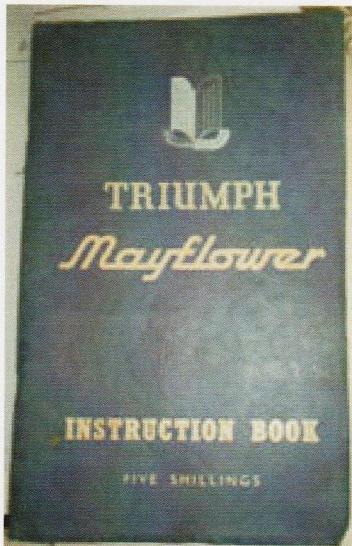
We have purchased some moulds for making dashboard knobs.

Don't get too excited yet, I now have to try different compounds and colours to match the originals, when I have mastered it I will be able to give you a price.

If you are interested in some please send me an e-mail or phone me and I will put you on my list to contact you when I have mated them with a price.

Brian Redshaw
Spares Secretary

Instruction Handbook



Copy of the original Handbook

Priced at £8.00

(Part No. TMC 152)

Available from the Spares Secretary

Drive It Day!

an FBHVC event to be held on Sunday, April 26 2015

AS THE DUST SETTLES on the Classic Motor Show, traditionally the unofficial close to the historic vehicle 'season', clubs will be turning their thoughts to the coming year and will be scheduling events in their calendars... if they haven't already done so!

The time is therefore ripe to ensure you have the dates for the annual FBHVC "Drive It Day" in your events diary. This is the day where historic vehicles of all sorts are rescued from their winter hibernation, thoroughly checked and cleaned, and taken out on the road. It's a fun day and much enjoyed by the general public who have a real affection for these important parts of our motoring heritage.

There is however a serious purpose behind Drive It Day. The Federation of British Historic Vehicle Clubs, which devised and continues to promote the event, exists to protect historic vehicle owners' rights to use the public highway and Drive It Day is a tangible and thankfully

peaceful demonstration of enthusiasts exercising that right.

It has been estimated that something like a quarter of a million historic vehicles take to the roads on Drive It Day and clubs traditionally hold meetings and 'scenic runs', very often as their season opener.

Given the purpose of the event the more the merrier! This year the event reverts to its original format where FBHVC promotes the event nationally and clubs are free to select routes and venues to suit their particular requirements.

"Drive It Day seems to gain in popularity each year," says national co-ordinator, Ken Coad, "We get all types of vehicles, four, two and three wheelers, trucks, buses, tractors and even former military vehicles. The variety is endless and probably the only common factor is their age. To be classed as historic, a vehicle must be 30 years old or more."

Letters

Two calendar girls?

Dear Nico,

We were asked to appear at KMS Tools location with the Mayflower so photos could be

taken for a spread on one of the upcoming 2015 Calendar pages.

When we last attended their car show this past June the 'Lady May' was voted number four in the peoples' choice category.

This placement allows the car to be in the calendar, which we will share with you once we have received a copy.

Cheers
Larry Spouler
Richmond
Vancouver
Canada



FOR SALE

1953 TRIUMPH MAYFLOWER

TT 31927 DL - WHK 107 - burgundy/redandgrey



Due to illness I am having to sell my treasured 1953 Mayflower
She is Maroon/Burgundy in colour and is in good working order

I drive her as much as possible without problems

I also have a spare engine (minus the head - see *Flower Power* 138),
gearbox, radiator cover and many other spares

I am asking for £3250 for everything; although I am willing to
sell the car or spares separately. I would prefer to sell them together.

The price is negotiable for Mayflower Club Members

Gerry Hacker, 9 Sycamore Drive, Brentwood, Essex CM14 4UG
Tel: 01277 218248

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